



CHRYSLER
IMPERIAL
EIGHT



ALL progress is change. Only by change do man and the factors of his civilization move from the lower to the higher state; from the cruder to the finer development. Our Chrysler engineers devote their lives to study, to analysis, to experimentation. And out of this constant searching and trying come the knowledge, conviction and decision that lead to progress. In announcing the New Imperial Straight Eight, we now register our most important change and progress—all designed, all worked for, all created to give the world better and more satisfying transportation. In our progress there is no departure from fundamental principles. To maintain public approbation, we must give always finer, more dependable, more dynamic car performance—must offer always greater value, as well as cars better suited to the needs of modern transport. Thus, the New Chrysler Imperial Eight—containing as it does, engineering and style improvements which antedate all earlier standards—is, we believe, a milestone along the course of automobile progress.



PRESIDENT AND CHAIRMAN OF THE BOARD
CHRYSLER CORPORATION



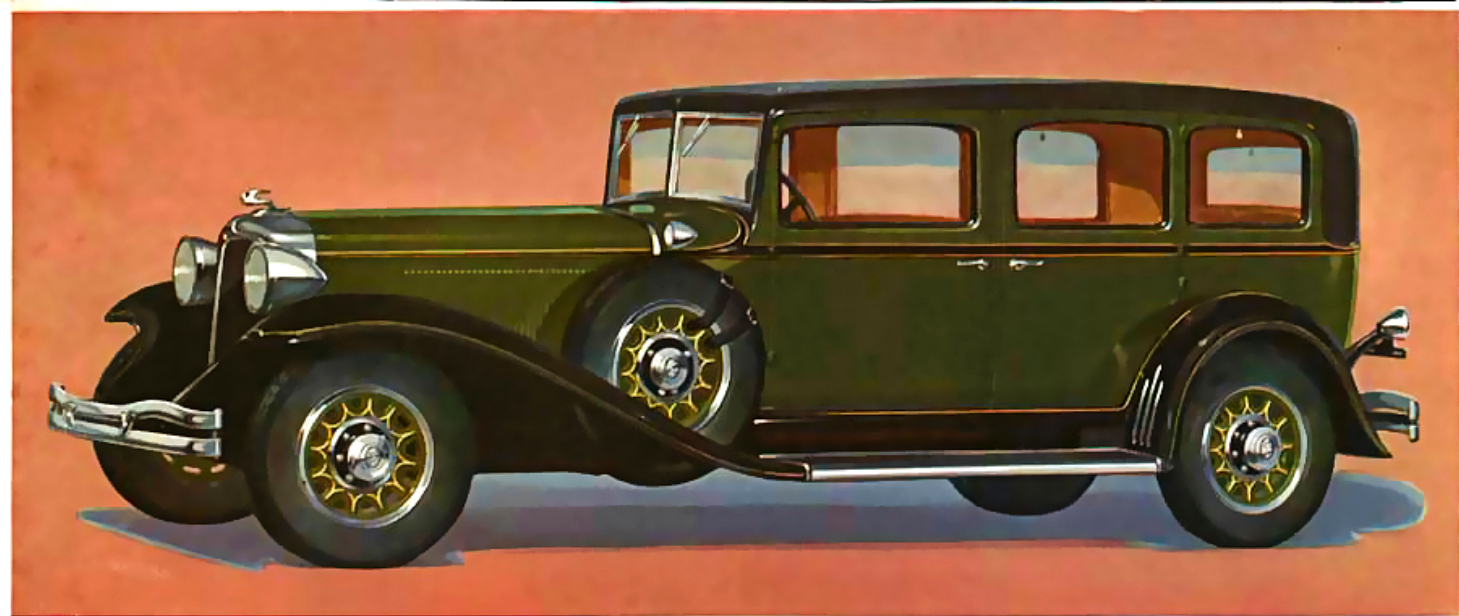
Symbol of the grace—the silent smoothness—of the Imperial Straight Eight, is a beautifully moulded reproduction of the Gazelle—fleetest of all animals. It fittingly adorns the distinctive V-Type radiator—a masterpiece of symmetry—the most distinguished front to be found on any motor car today.





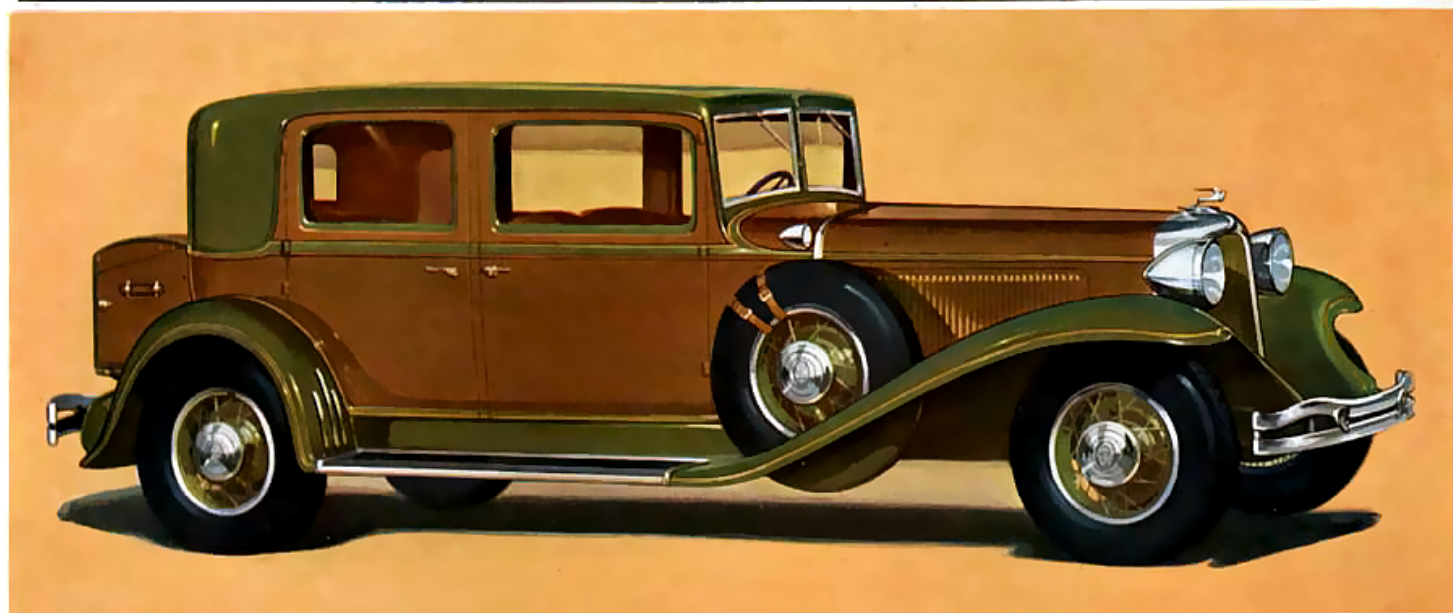
The
**CHRYSLER IMPERIAL EIGHT
SEDAN - LIMOUSINE**

The long 145-inch wheelbase of the Imperial Eight is remarkably suited to the dual purpose design of the Sedan Limousine. By simply raising a glass partition, it may be converted from a spacious seven-passenger Sedan to the privacy of the chauffeur-driven town car.



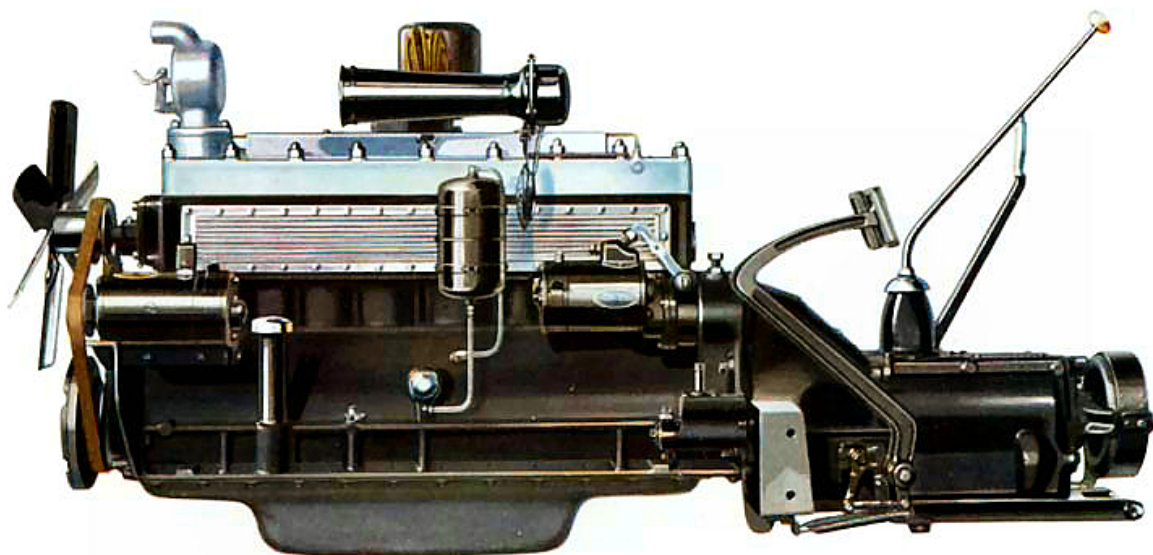
The
CHRYSLER IMPERIAL EIGHT
SEVEN-PASSENGER
S E D A N

With their longer bodies, the Seven-Passenger models of the new Imperial Eight have a particularly low and sweeping appearance. In overall height, they are only 5 feet and 9 inches—low enough to permit a man of average height to see over the top.



The
CHRYSLER IMPERIAL EIGHT
CLOSE-COUPLED
S E D A N

When you first see the Imperial Close Coupled Sedan; you will pause to marvel at such complete attainment of harmonious design. You need only to follow your impulse to test its abilities to discover that an entirely new standard of eight-cylinder excellence has been achieved.



The engine of the Chrysler Imperial Eight—the outstanding triumph of the most progressive group of engineers in the industry, is an achievement in high powered smoothness such as eight cylinders have never been known to produce. It develops 125 horsepower at 3200 revolutions per minute.

Thousands of hours of exhaustive experimental trials; thousands upon thousands of miles of exacting road tests, is your assurance of its performance and durability.

Characteristic of the excellence of design of this fine engine is the large nine-bearing crankshaft (main bearings $2\frac{3}{4}$ " in diameter and supported for a total length of 13"). It is counter-weighted at eight points and equipped with an impulse neutralizer.

Other features of this fine motor include Chrysler down-draft carburetion, Chrysler Iso-therm pistons, accelerating pump, fuel pump, air cleaner, oil filter, fuel filter, crankcase ventilation and full pressure lubrication.

SPECIFICATIONS

AXLES—Rear—Semi-floating, pressed steel housing $\frac{3}{8}$ " thick. Drive gear and pinion spiral bevel type, heat treated. Gear ratios—Five Passenger and Close Coupled Sedan 5.818 to 1; Seven Passenger Sedan, Sedan Limousine and Cowl Chassis 4.10 to 1. Axle shafts: Forgings of high alloy, chrome nickel steel, heat treated.

Front—Heat treated, I-section drop forgings. Ball thrust bearings at steering knuckle head.

BRAKES—Service—Chrysler hydraulic, internal-expanding. Drum 15" inside diameter, brake shoe 1 $\frac{3}{4}$ " wide.

Parking—External-contracting on drum at rear of transmission, hand controlled.

CARBURETOR—Dual downdraft, plain tube type, provided with idle speed adjustment, with fixed jets. Equipped with automatic adjustable accelerator pump, air cleaner and manifold heat control.

CLUTCH—Single dry-plate type. Driven disc 11" in diameter with molded asbestos facing. Torque cushioned in rubber.

COOLING SYSTEM—Water capacity 6 $\frac{1}{2}$ gallons (5.41 Imperial gallons), circulated by centrifugal pump driven by extension of fan shaft. Extra large water passages completely surround each cylinder and valve. Cellular radiator with detachable shell. 4-blade 19" fan driven by V-belt with adjustment provided. Thermostatically controlled radiator shutters.

CRANKSHAFT—Statically and dynamically balanced. Supported on 9 bronze-backed, babbit-lined main bearings. Main bearing 2 $\frac{3}{4}$ " in diameter, 1 $\frac{11}{16}$ " long.

ENGINE—I-head type, water cooled, eight cylinders, four cycle. Bore, 5 $\frac{1}{2}$ "; stroke, 5". N. A. C. C. horsepower 59.20, developed horsepower 125, piston displacement 584.84 cubic inches. Suspension—Four-point; rear, brackets bolted to flywheel housing and frame side member; front, bolted to frame cross member. Insulated with rubber front and rear. Unit type. Firing order 1-6-2-5-8-3-7-4. Full force feed lubrication to all crankshaft, camshaft and connecting rod bearings. Spray from small metered hole in connecting rod bearings lubricates cylinders. 9-bearing crankshaft, 6-bearing camshaft.

ELECTRICAL SYSTEM—Generator—Third-brush regulation, six-volt type.

Starting Motor—Six-volt type with Manual engagement.

Battery—Six-volt, 155-ampere hour capacity. Single wire system.

SPECIAL NOTICE:—The Manufacturer reserves the right to revise, change or modify the construction of Chrysler motor vehicles or any part thereof as he may see fit, without incurring any obligation to make like changes on motor vehicles previously sold.

Ignition—Side outlet waterproof four lobe cam double breaker arm type distributor. Semi-automatic advance. Six-volt battery ignition.

FRAME—Pressed steel, wide flange. Channel 8" deep. Flanges 2 $\frac{1}{4}$ " wide. Six cross members.

FUEL SYSTEM—Fuel pump driven from camshaft. 21 $\frac{1}{2}$ gallon (17.91 Imperial gallons) fuel tank.

LUBRICATION—Engine—Full force feed lubrication to all crankshaft, camshaft and connecting rod bearings! Pump located on right side of crankcase, driven by timing shaft from spiral gear on camshaft. All other working parts lubricated by positive spray under pressure from metered hole in upper half of each connecting rod bearing, also from crankshaft and camshaft. Timing chain lubricated by direct oil leads. Oil filtered, cleansed and cooled by circulation through oil filter mounted on engine. Oil capacity 2 gallons. Pressure gauge on dash. Level indicator on dash and on left side of crankcase. Crankcase ventilator.

PISTONS—Light alloy, Iso-therm steel strut type.

SPRINGS—Semi-elliptic. **Front:** Length 39 $\frac{1}{4}$ ", width 2 $\frac{1}{2}$ ", 9 leaves. **Rear:** Length 58 $\frac{1}{2}$ ", width 2 $\frac{1}{2}$ ", 8 leaves all body types. Mounted on special rubber insulated shackles.

STEERING GEAR—Semi-irreversible cam and lever type. Adjustable for wear. Adjustable steering arm drop-forging heat-treated.

TIRES—Balloon cords, 6-ply non-skid tread on all wheels, size 7.00" x 18".

TRANSMISSION—Multi-Range, 4-speed gearshift with double internal gear accelerating range. Main drive pinion supported by ball bearings in transmission case and a roller bearing in the accelerating range clutch. Mainshaft supported by ball bearings in case and roller bearing in main drive pinion. Countershaft gears mounted on bronze bushings on stationary countershaft.

STANDARD EQUIPMENT—All Body Styles—Double-acting hydraulic shock absorbers; cowl lamps; tandem windshield wiper; rear view mirror; stop light; oil filter; air cleaner; manifold heat control; tools; swing type windshield; clock; cigar lighter; smoking sets; dome light; foot rest; six wire wheels—demountable wood wheels optional; spare rim mounted at rear.

Sedan Limousine and 7-Passenger Sedan—Corner lights.

Sedan Limousine—Robe cord.

5-Passenger Sedan, 7-Passenger Sedan and Close Coupled Sedan—Robe rail; adjustable front seat.

CHRYSLER SALES CORPORATION

DETROIT, MICHIGAN, U. S. A.